

# BookletChart™



## ***Bristol Bay – Cape Newenham and Hagemeister Strait***

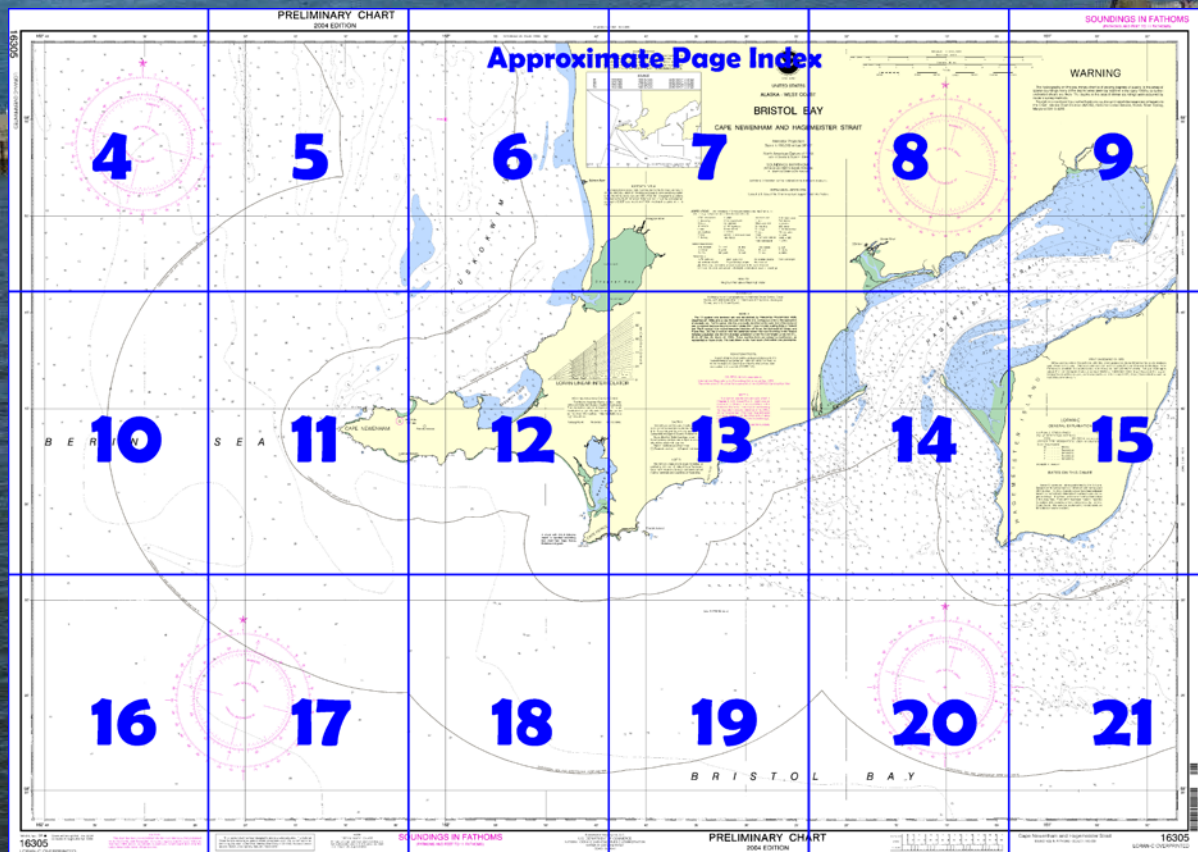
**NOAA Chart 16305**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

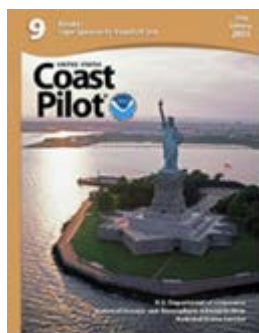
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16305>.



#### (Selected Excerpts from Coast Pilot)

**Kulukak Bay**, entered between **Kulukak Point**, 38 miles NW of Cape Constantine, and Right Hand Point, about 9 miles WSW, is shoal; there is a depth of 3 fathoms just inside the entrance and the N half dries at low water. The buildings of an abandoned native village are above the bluff at the NW corner of the bay.

**Togiak National Wildlife Refuge** includes Kulukak Bay and is a Marine Protected Area.

**Pilotage, Kulukak Point.**—Pilotage, except

for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations, details.) **Togiak Bay**, N of the Walrus Islands, and about midway between Cape Constantine and Cape Newenham, is shoal; the head of the bay uncovers to the S for 3 to 4 miles. A submerged ledge and rock extend 0.2 and 0.5 mile, respectively, from **Rocky Point** at the E entrance of the bay.

**Togiak** is near the head of the bay. The waters off Togiak are shallow and not navigable during low water. Good anchorage can be had for deeper draft vessels on the E side of the bay about 1 mile off **Anchor Point** in 5 to 6 fathoms of water, sand bottom.

**Pilotage, Togiak.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

**Current** observations were made in 1948 for a period of about 10 hours, about 8 miles SW of Hagemeister Island. The current sets approximately 335° and 165° with velocities at strength of about 0.8 knot and 1.5 knots, respectively. In 1985, the NOAA Ship RAINIER anchored 3 miles off the SE corner of Hagemeister Island observed currents flooding 070° and ebbing 240° at velocities up to 4 knots.

**Caution:** In 1983, the Coast Guard reported that as a result of flooding in the area, about 20 ocean shipping containers were washed into the Kuskokwim River from the riverbank at the village of Napakiak, about 12 miles SW of Bethel. Reports indicate that several of the containers sank in the river near the village, and the remainder of the containers were carried downriver and sank. Mariners are advised to exercise caution in navigating Kuskokwim Bay and River.

**Goodnews Bay** is shoal except for a channel with depths ranging from 1¼ to 12 fathoms that leads through the entrance to a point about 1 mile inside. This channel affords good anchorage, either in the middle of the entrance or up to 0.8 mile inside the bay on a line approximately NE of the S tangent of North Spit. Inside the entrance the strength of the tidal currents reaches a maximum of about 2.5 knots in a direction parallel to the axis of the channel. (See Tidal Current Tables for predictions.) Along the NE shore of South Spit the ebb current is very strong, and during the flood an eddy sets N along this shore. The holding ground is good. Small craft can select from the chart a place that affords the best shelter. A restricted anchorage for small vessels is about 1 mile S of the S entrance point, but local knowledge is necessary for its use.

**Pilotage, Goodnews Bay.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Bering Sea is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations, details.)

**Bethel**, 65 miles up the Kuskokwim River, is considered the head of ocean navigation. From here river boats operate to points on the upper river.

Bethel Small Boat Harbor has berthing space for approximately 100 vessels. In 2004, 3.1 feet was available in the access channel with shoaling to 2 feet along the S edge at the entrance and 3.5 feet was available in the basin with shoaling near the boat ramps. An overhead power cable with a clearance of 35 feet crosses the access channel to the small boat harbor.

**Pilotage, Bethel.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

# Table of Selected Chart Notes

Corrected through NM Apr. 24/04  
Corrected through LNM Apr. 13/04

## HEIGHTS

Heights in feet above Mean High Water.

## Mercator Projection

Scale 1:100,000 at Lat 58°40'

North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## NOTE B

Mariners are requested to avoid transiting or anchoring within a 1/2 mile of Cape Peirce and Cape Newenham due to large concentrations of marine mammals and sea birds at these sites.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tuklung Mt. AK WNG-525 162.425 MHz

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.825" southward and 7.981" westward to agree with this chart.

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz

PULSE REPETITION INTERVAL

9990.....99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....Master

W.....Secondary

X.....Secondary

Y.....Secondary

Z.....Secondary

EXAMPLE: 9990-Y

### RATES ON THIS CHART

9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical

G green

Mo morse code

R TR radio tower

Al alternating

IQ interrupted quick

N nun

Rot rotating

B black

Isi isophase

OBSC obscured

s seconds

Bn beacon

LT HO lighthouse

Oc occulting

SEC sector

C can

M nautical mile

Or orange

St M statute miles

DIA diaphone

m minutes

Q quick

VQ very quick

F fixed

MICRO TR microwave tower

R red

W white

Fl flashing

Mkr marker

Ra Ref radar reflector

WHIS whistle

R Bn radiobeacon

Y yellow

### Bottom characteristics:

Bds boulders

Co coral

gy gray

Oys oysters

so soft

bk broken

G gravel

h hard

Rk rock

Sh shells

Cy clay

Grs grass

M mud

S sand

sy sticky

### Miscellaneous:

AUTH authorized

Obstr obstruction

PD position doubtful

Subm submerged

ED existence doubtful

PA position approximate

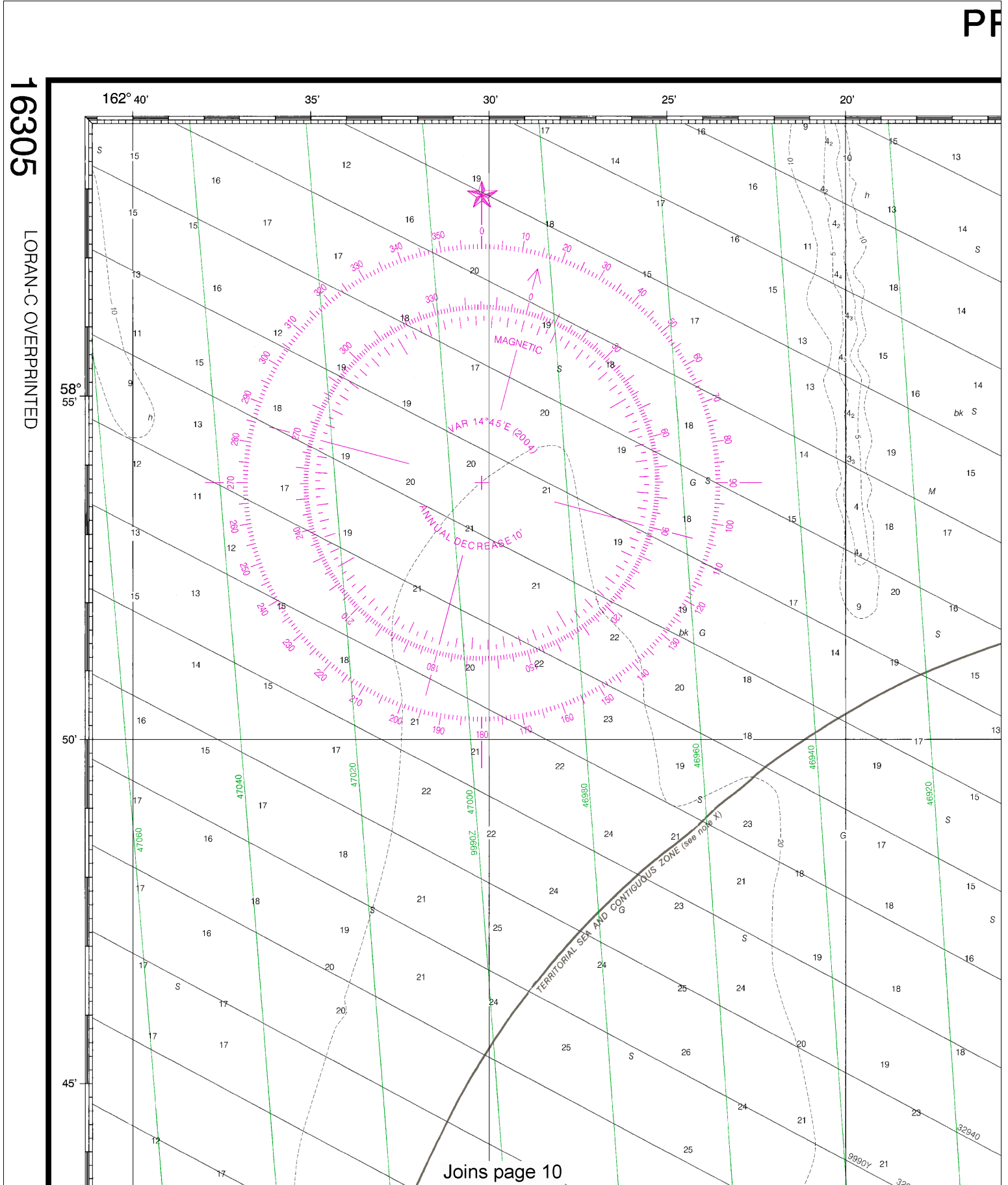
Rep reported

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

16305

LOFAN-C OVERPRINTED



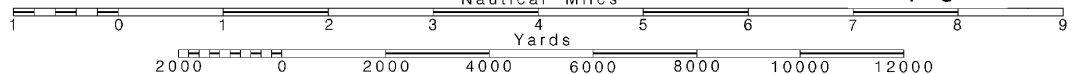
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

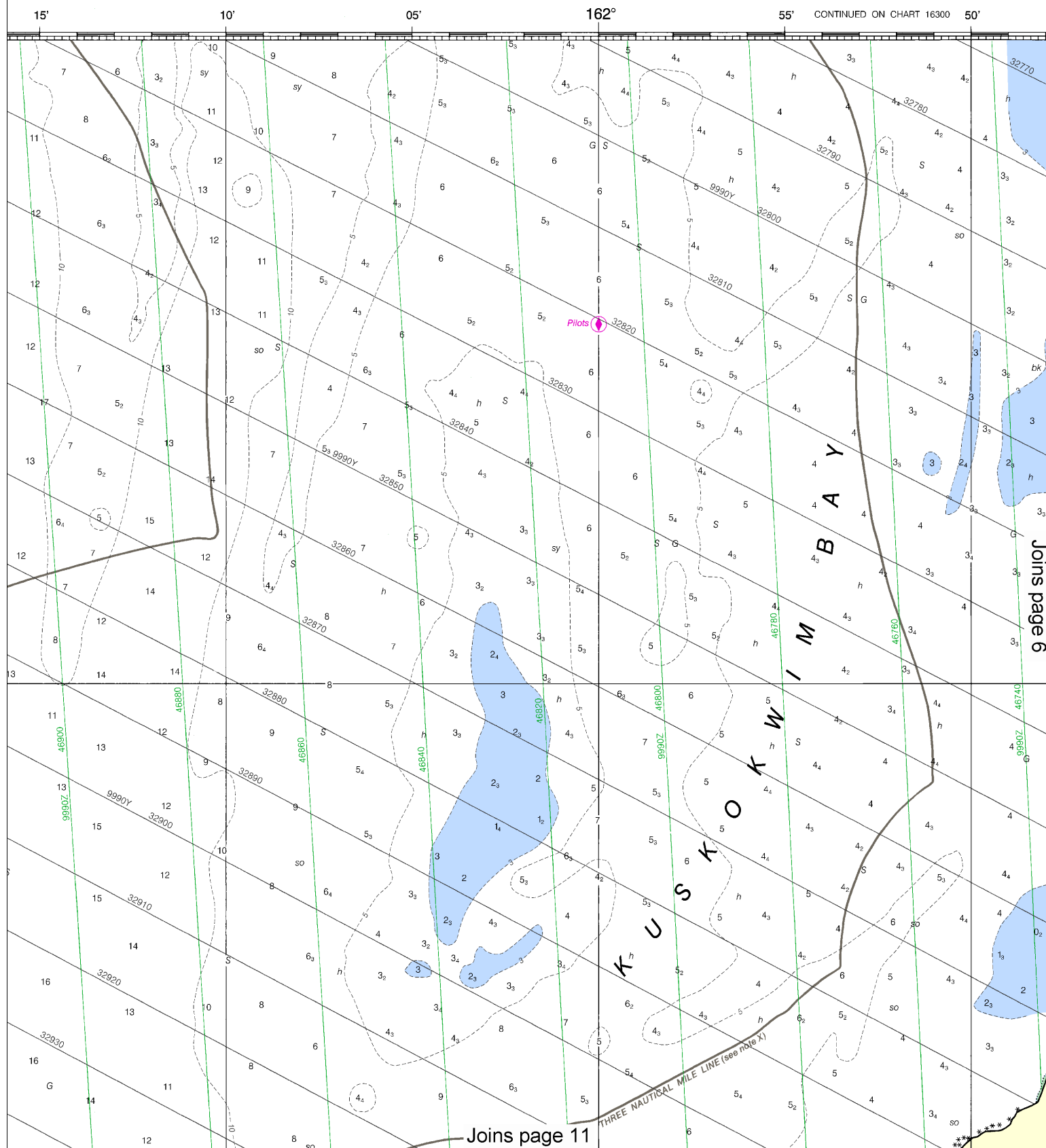
See Note on page 5.





# RELIMINARY CHART

2004 EDITION



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:133333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

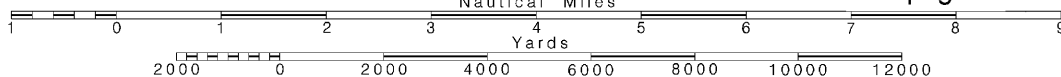
## 1st Edition Marc

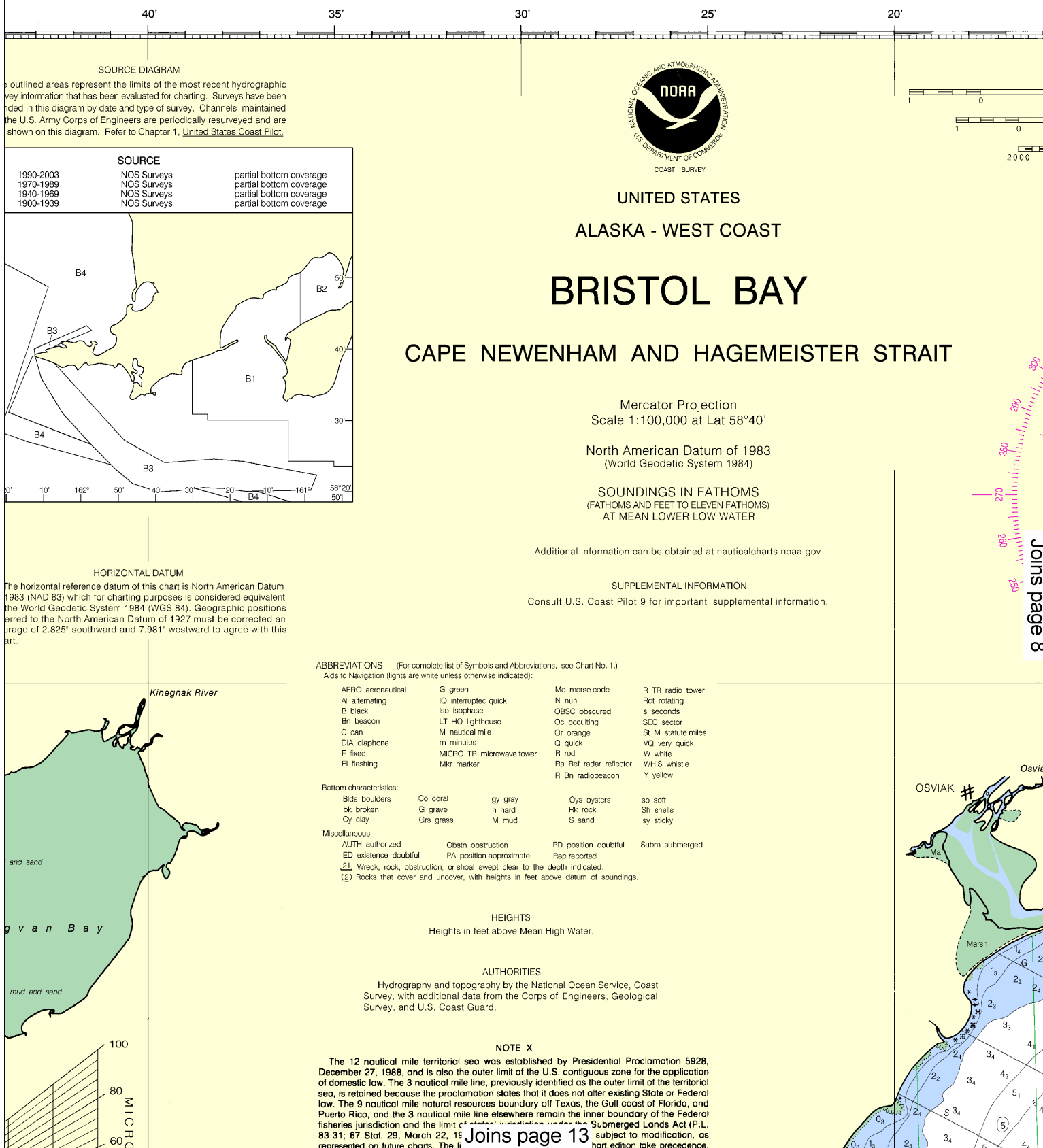


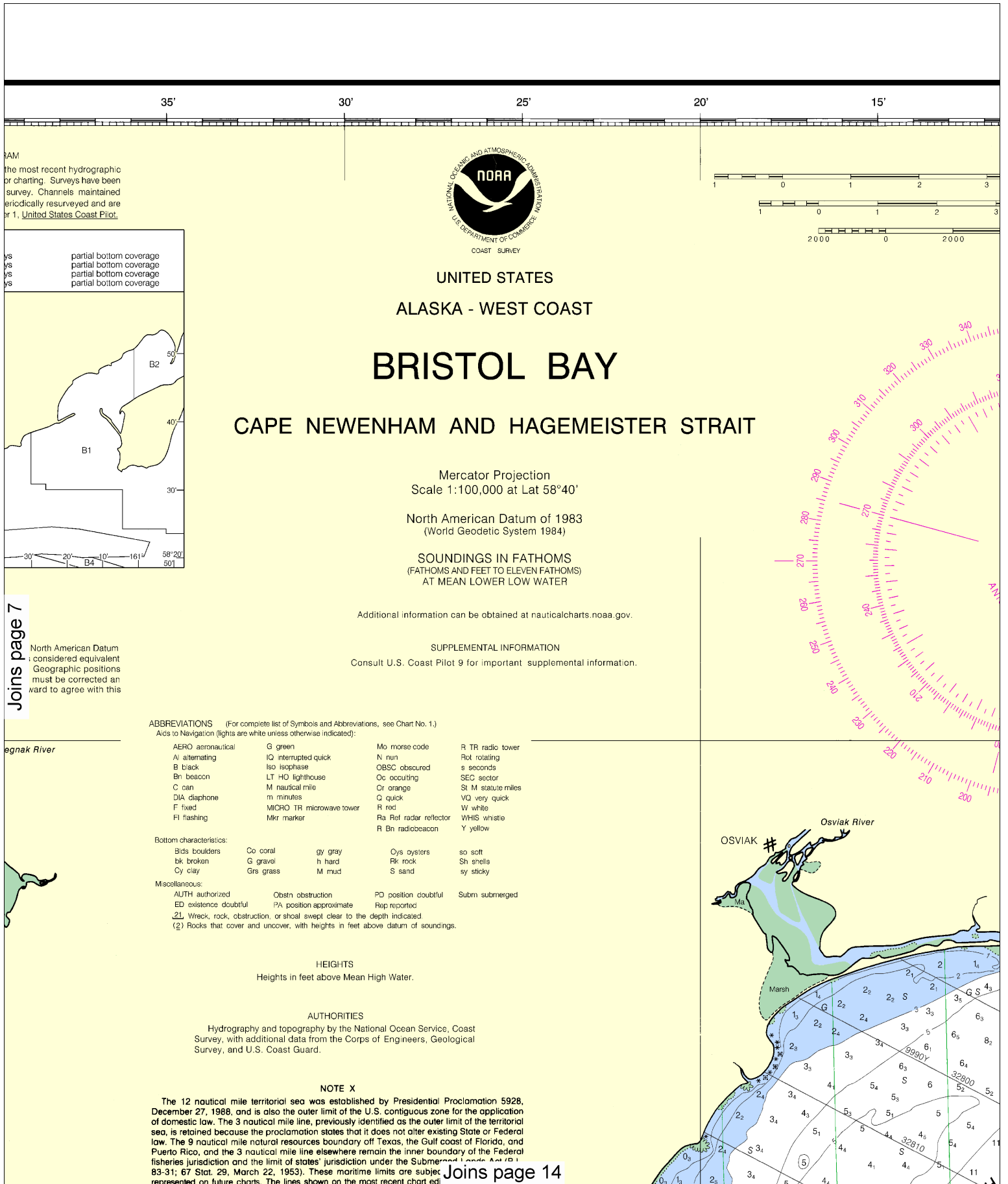
Printed at reduced scale.

~~SCALE 1:100,000~~  
Nautical Miles

See Note on page 5.



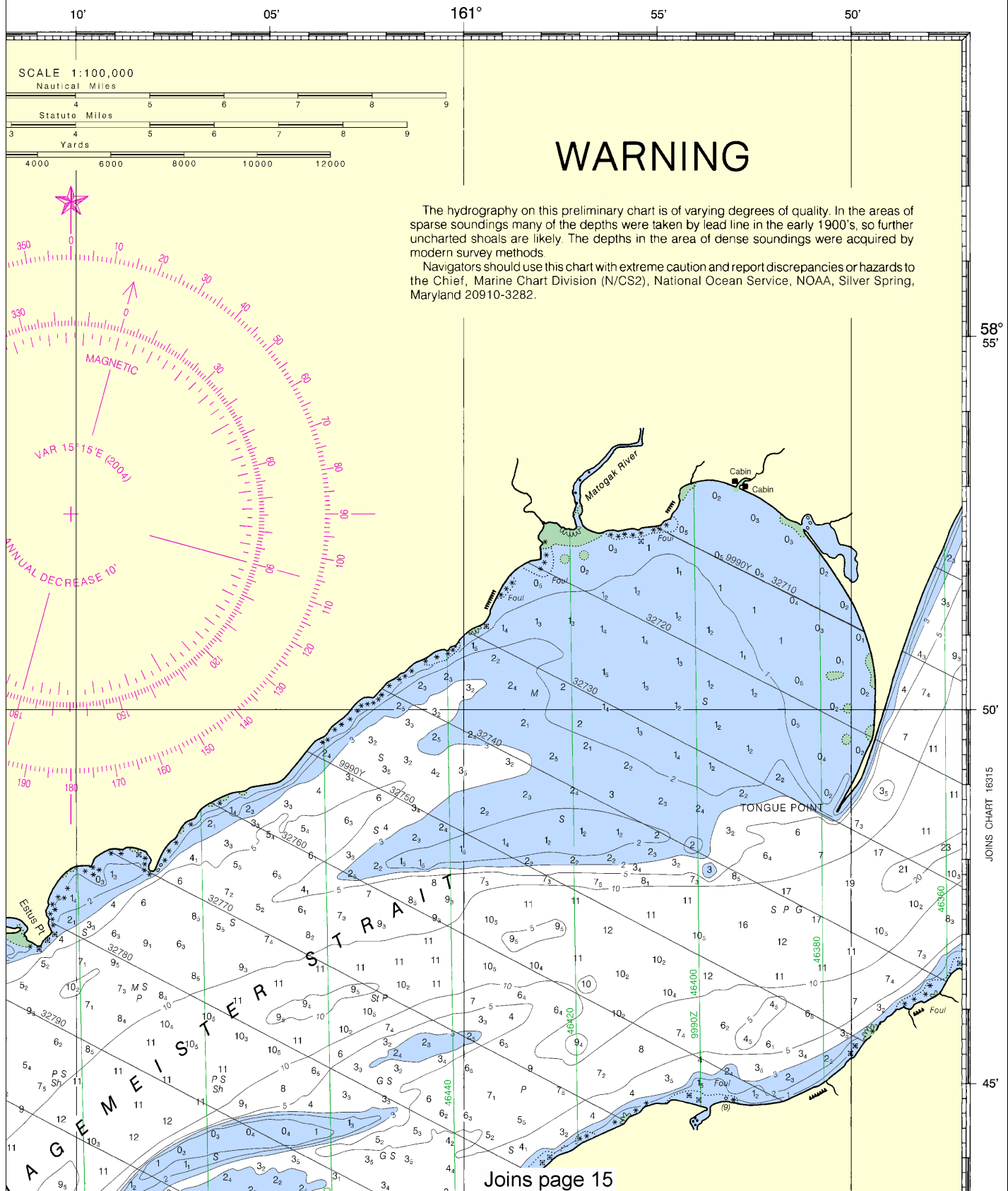




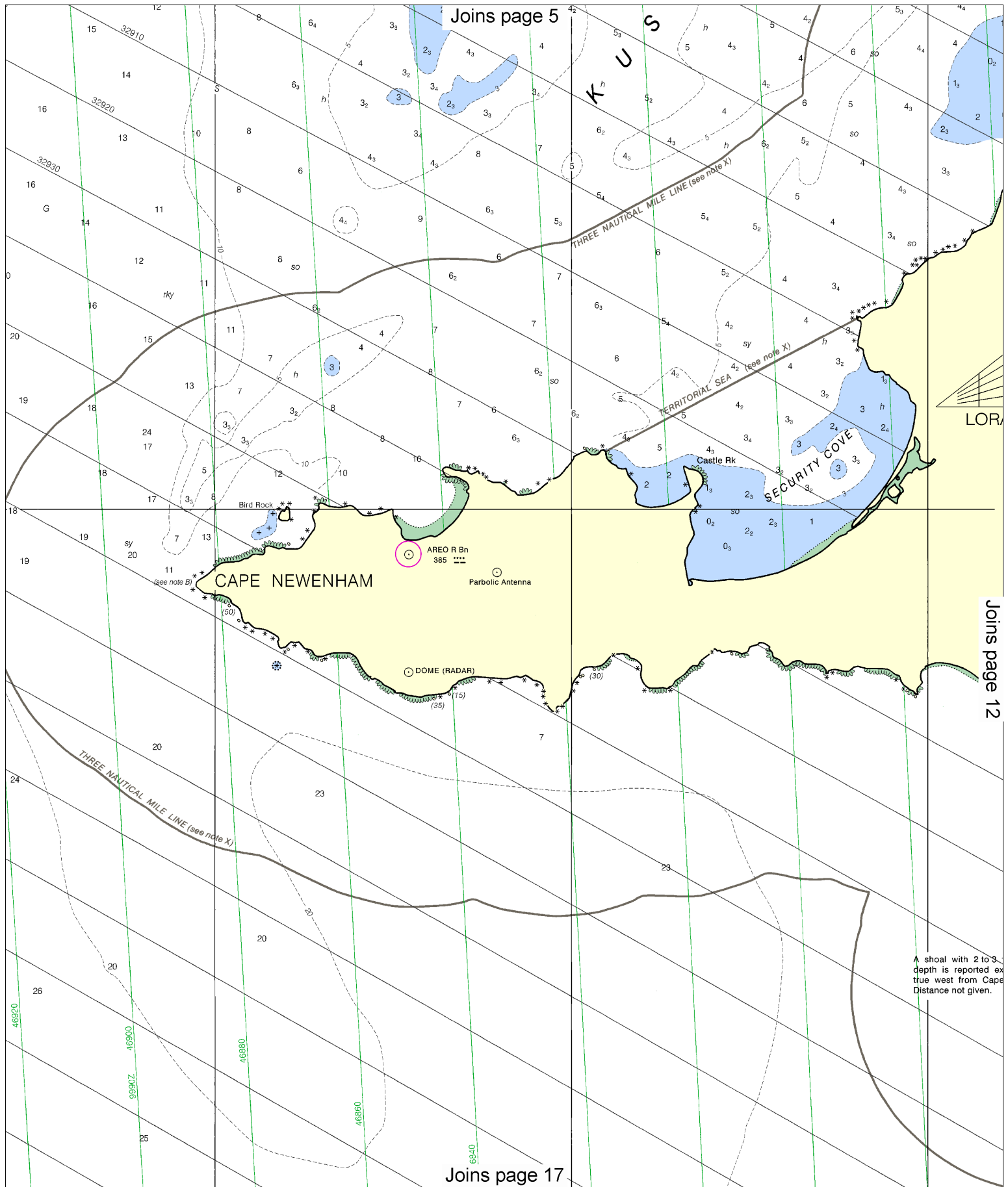


# SOUNDINGS IN FATHOMS

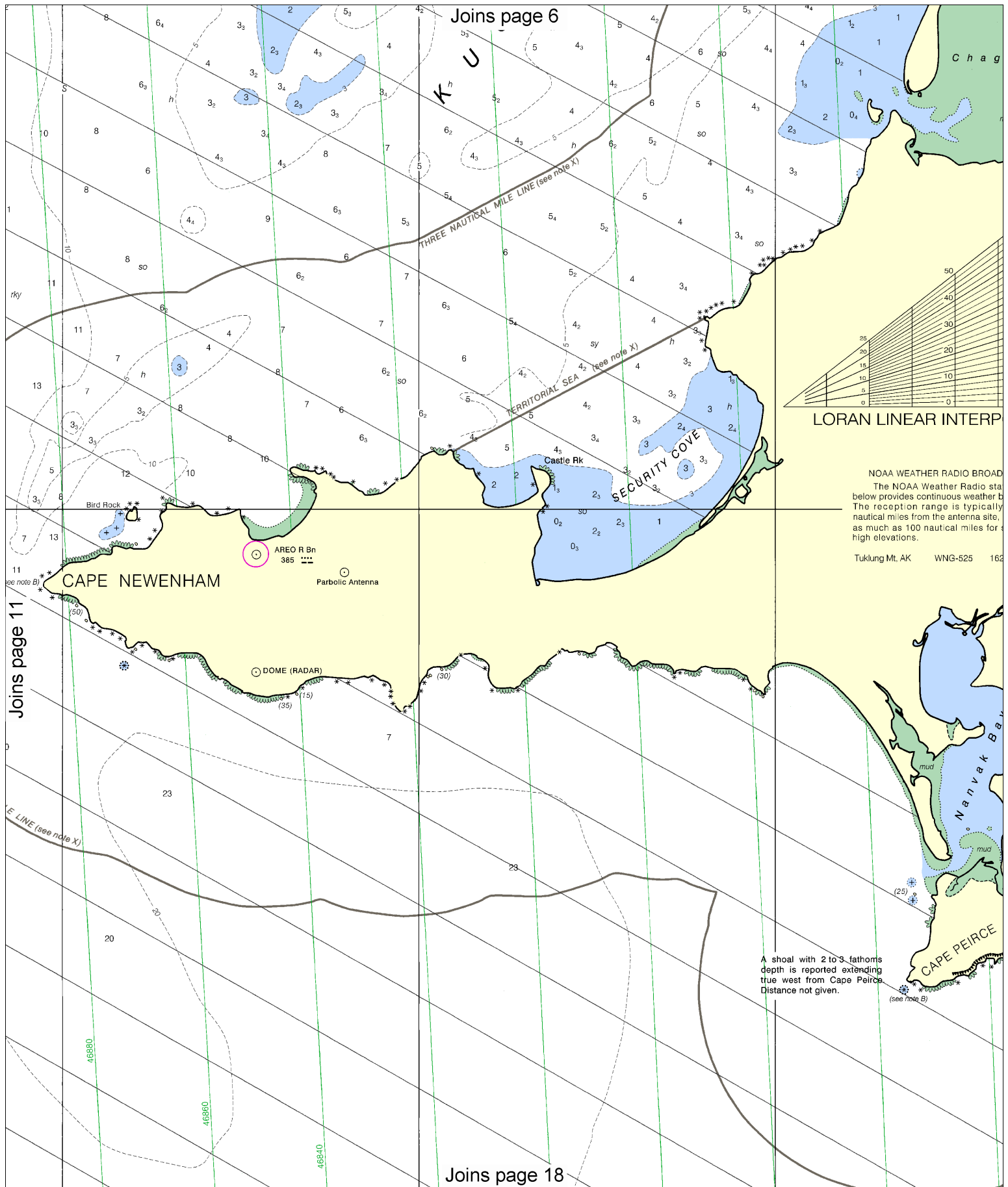
(FATHOMS AND FEET TO 11 FATHOMS)



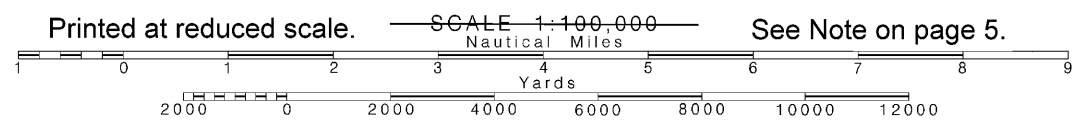




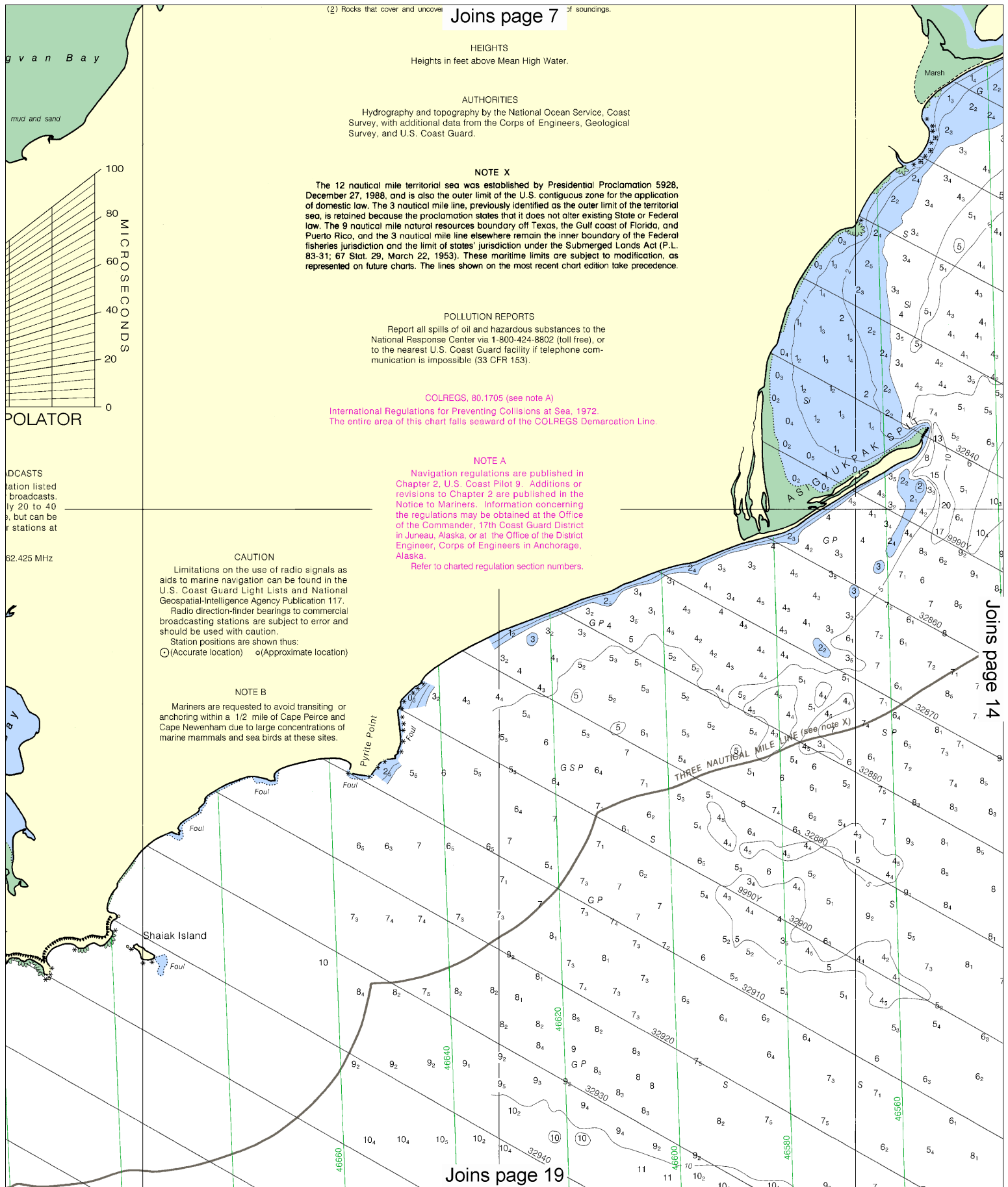
A shoal with 2 to 3-  
depth is reported ex  
true west from Cape  
Distance not given.



Note: Chart grid lines are aligned with true north.







## Joins page 7

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)

### NOTE B

Mariners are requested to avoid transiting, or anchoring within a 1/2 mile of Cape Peirce and Cape Newenham due to large concentrations of marine mammals and sea birds at these sites.

Joins page 19

Joins page 14

(2) Rocks that cover and uncover, with heights in feet above datum of sound

## Joins page 8

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

### POLLUTION REPORTS

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COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

### NOTE A

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Refer to charted regulation section numbers.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Aerial-Intelligence Agency Publication 117. All direction-finder bearings to commercial casting stations are subject to error and should be used with caution. Station positions are shown thus: (curate location) (o)(Approximate location)

### NOTE B

Boaters are requested to avoid transiting or anchoring within a 1/2 mile of Cape Peirce and Cape Newenham due to large concentrations of marine mammals and sea birds at these sites.

Alak Island

Foul

Foul

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Joins page 20

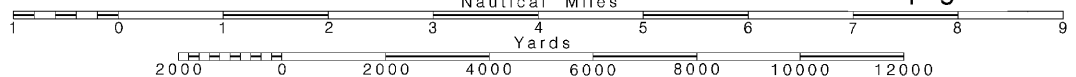
14

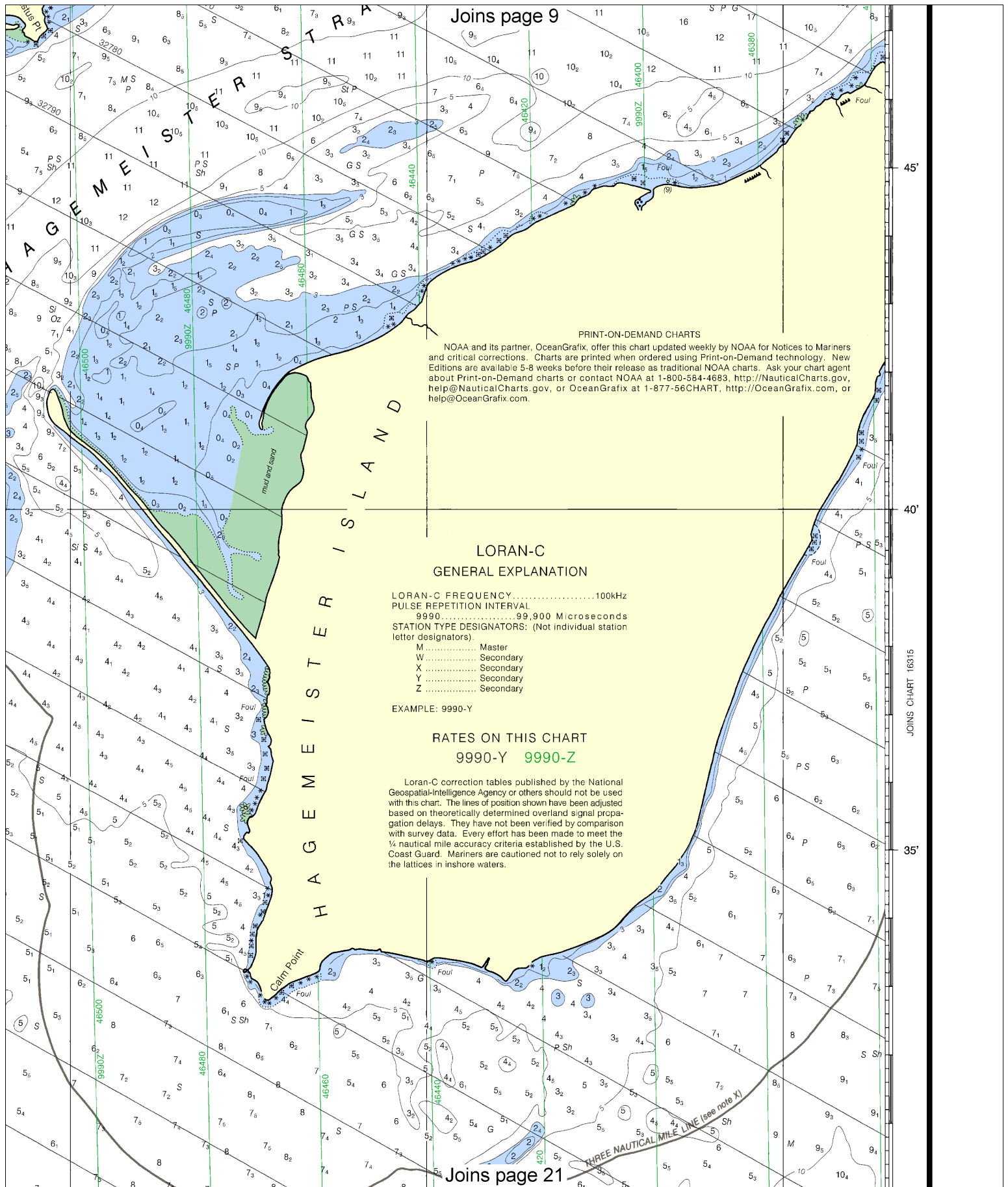
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





Joins page 9

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-564-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

LORAN-C  
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL  
9990.....99,900 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary

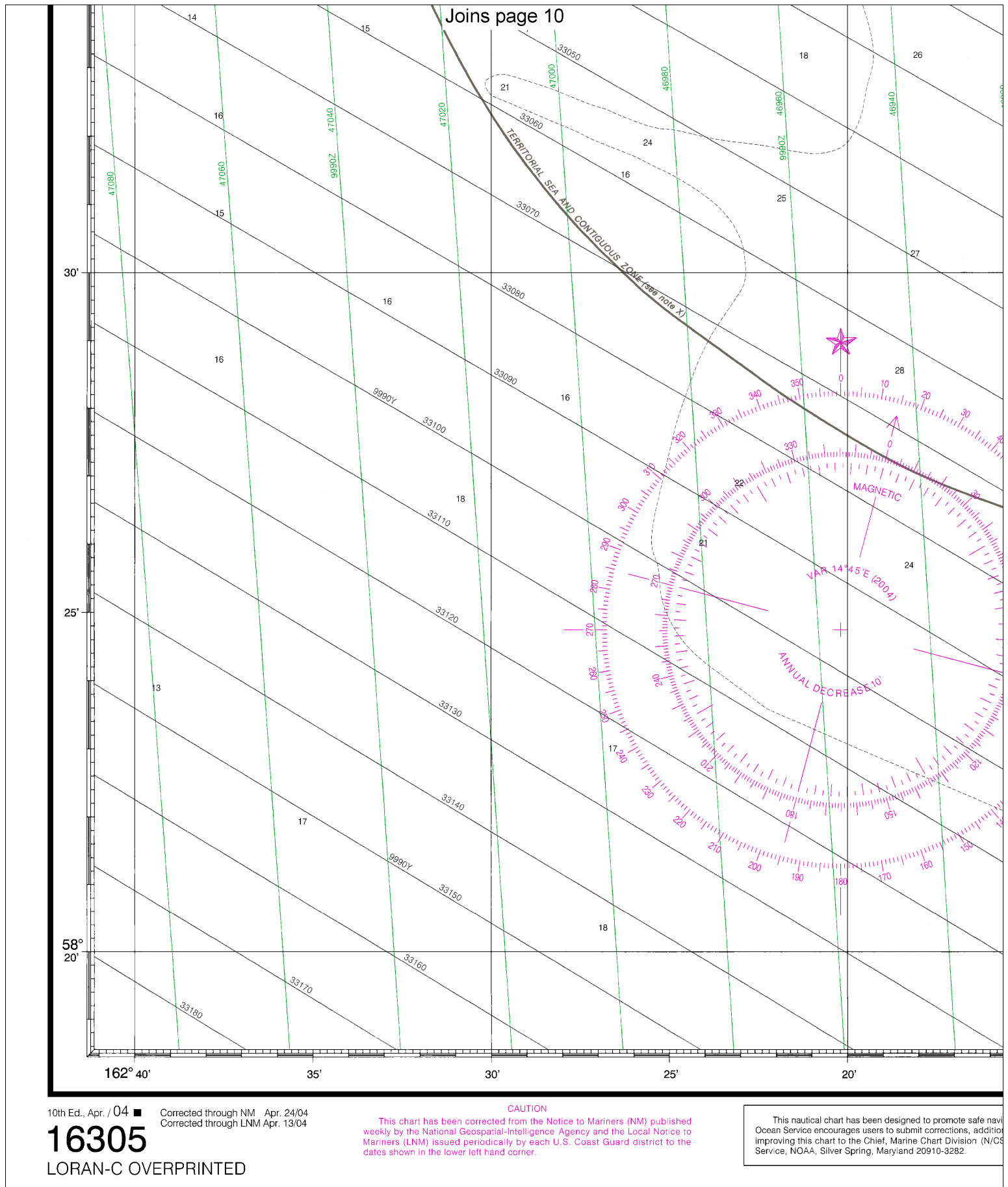
EXAMPLE: 9990-Y

RATES ON THIS CHART  
9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

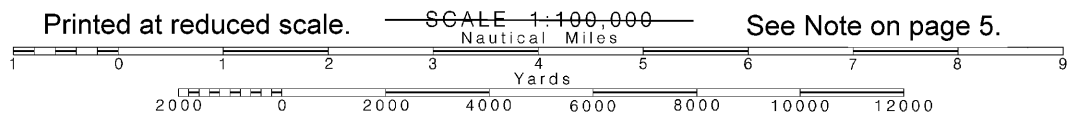
Joins page 21

Joins CHART 16315

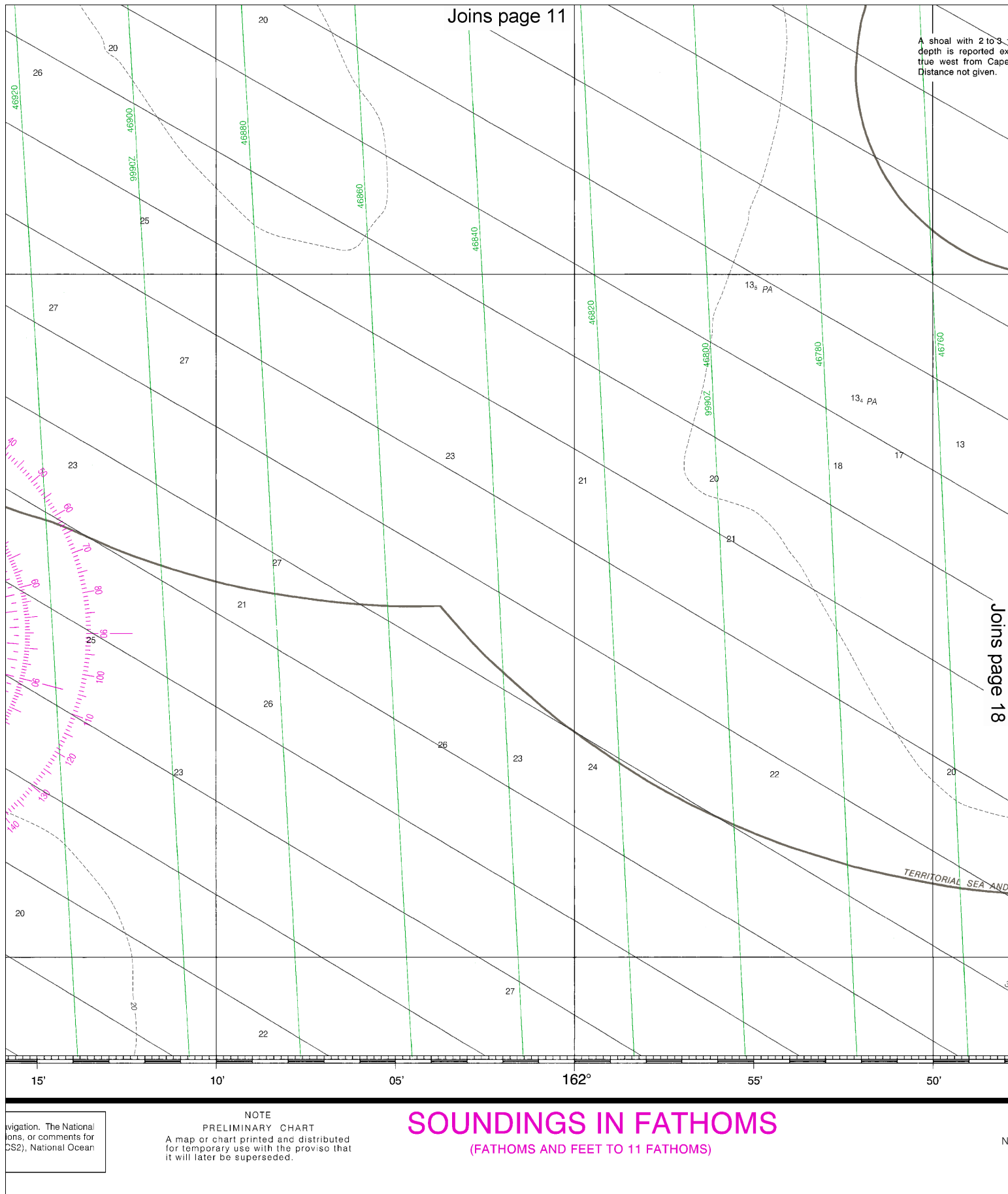


16

Note: Chart grid lines are aligned with true north.







Joins page 11

A shoal with 2 to 3 depth is reported ex true west from Cape Distance not given.

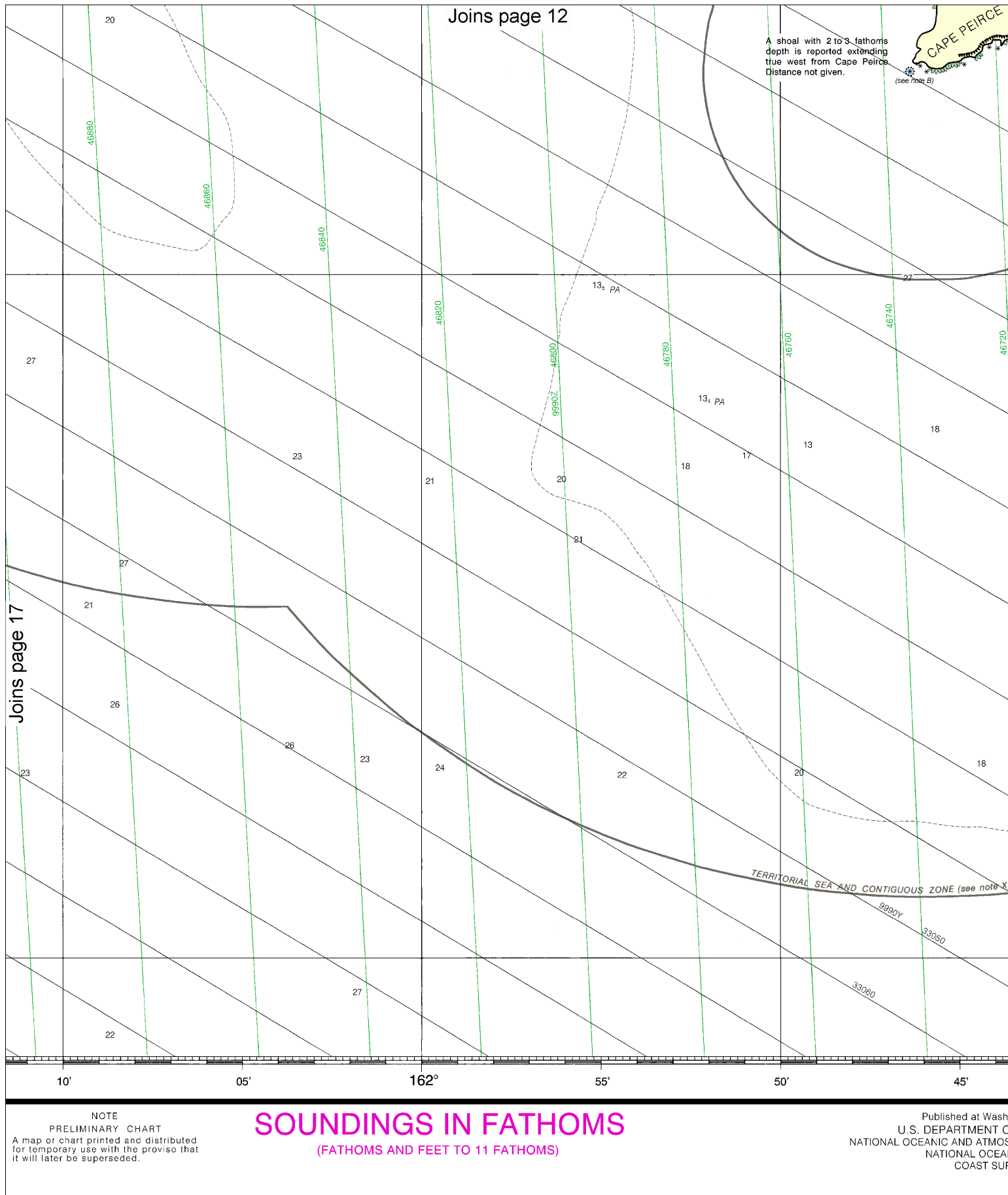
Joins page 18

TERRITORIAL SEA AND

Navigation. The National  
ions, or comments for  
CS2), National Ocean

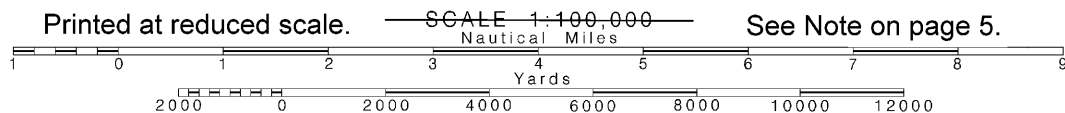
NOTE  
PRELIMINARY CHART  
A map or chart printed and distributed  
for temporary use with the proviso that  
it will later be superseded.

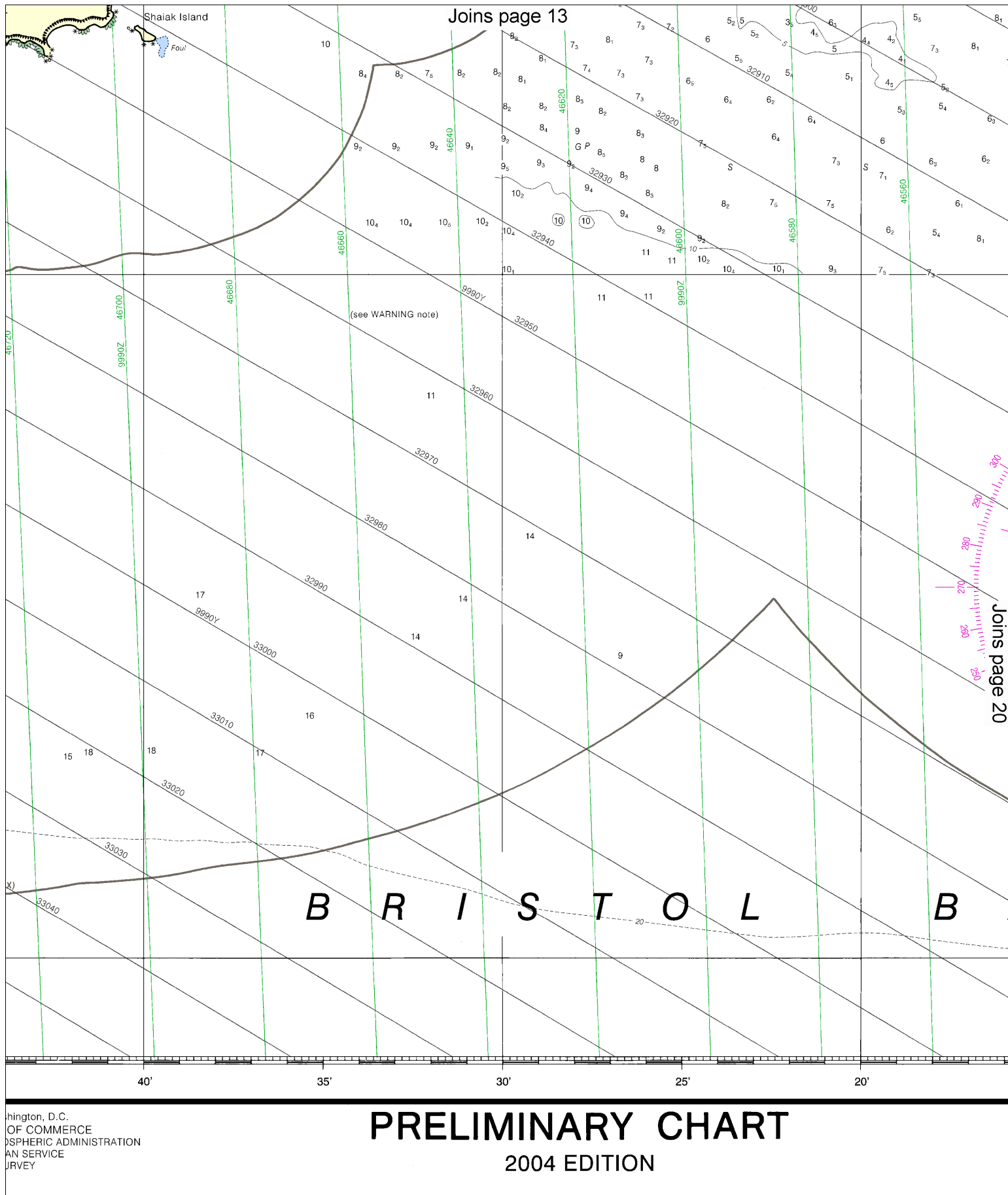
**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

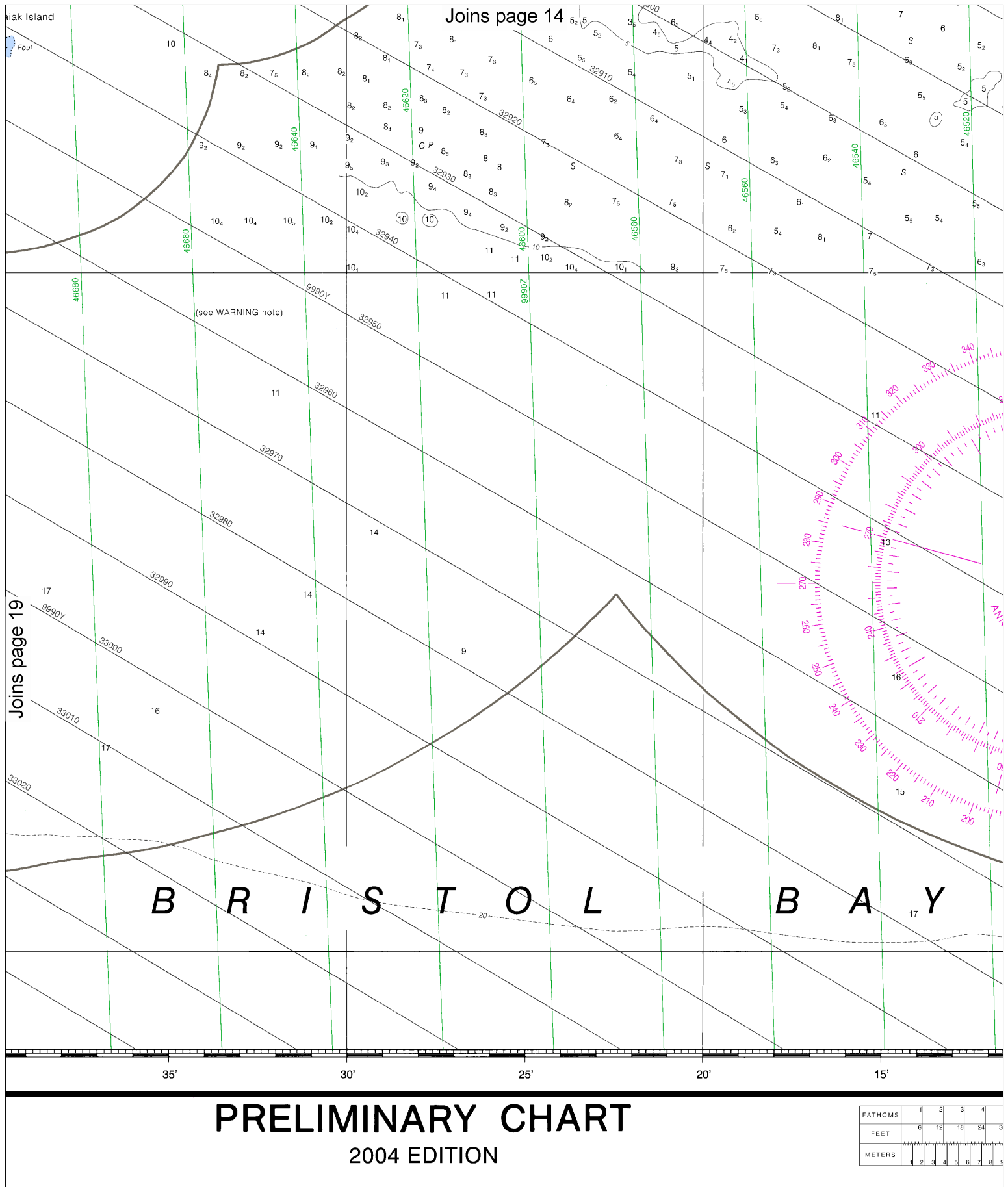


18

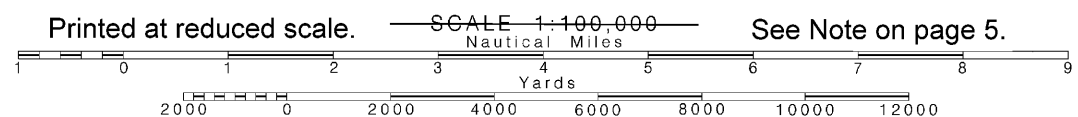
Note: Chart grid lines are aligned with true north.



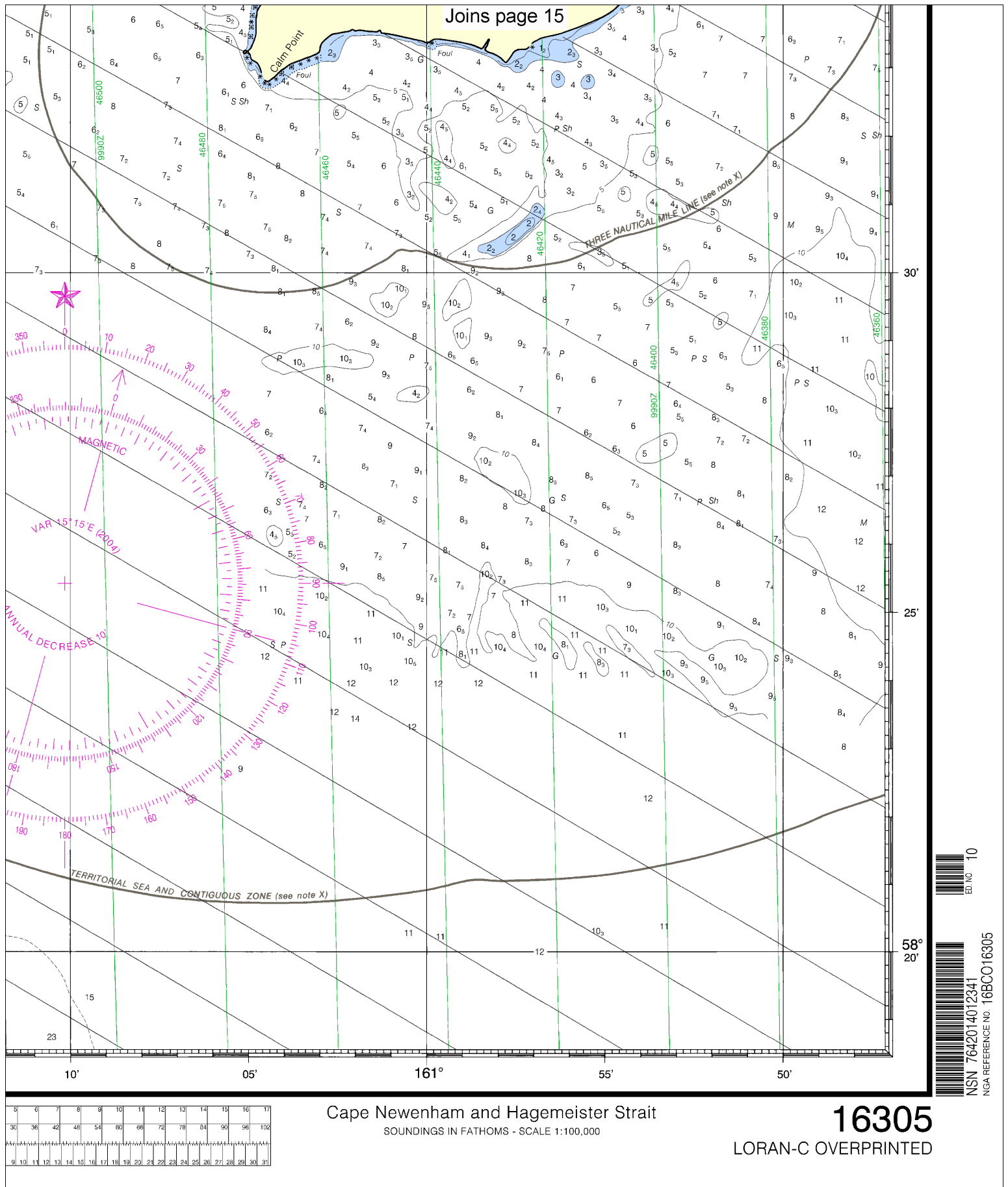




FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4









EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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NOAA's Office of Coast Survey



The Nation's Chartmaker